

BUSES



Neoplan bus leaves Downtown for South Hills communities.

PAT uses a variety of buses to provide service on more than 160 routes. The smallest coaches seat 33 passengers and are used on shuttle routes or on lightly patronized routes. PAT's largest buses are articulated -- meaning that they flex in the middle like the new light rail vehicles -- and can seat 63 passengers.

PAT has some 900 buses on its active roster with more than 700 required to provide service during the rush hours.

PAT's bus fleet consists of coaches manufactured by General Motors, FlixBus, Neoplan, American Motors-General, Motor Coach Industries, Transportation Manufacturing Company and M.A.N. Bus and Truck Corporation.

Most of PAT's buses are 102 inches wide and 40 feet long. A few, however, measure only 96 inches wide and are particularly useful in negotiating narrow streets and congested intersections in Pittsburgh and Allegheny County neighborhoods. Others, such as the articulated buses, are 55 feet long.

PAT also operates a number of suburban style coaches used on longer scheduled routes and for charter services. Unlike standard transit buses, these lack center doors and have a double axle in the rear to help to carry additional weight.

PAT's buses travel more than 33 million miles annually and consume 10 million gallons of diesel fuel.

While most of PAT's routes use public streets and highways, buses on many routes travel along

two exclusive transit-only busways for fast access to Downtown.

Buses on 10 routes from the southeast use the South Busway, a 4.3-mile roadway opened in 1977 to enable buses to bypass traffic congestion on Route 51 and in the Liberty Tunnels. A portion of the busway is also used by PAT's streetcar and light rail vehicle system.

Passengers on 28 routes from the eastern



MCI bus provides riders with scenic view of Pittsburgh.

portions of the county have a fast and comfortable ride via the Martin Luther King Jr. East Busway, a 6.8-mile roadway opened in 1983. This highly popular bus-only facility enables buses to bypass crowded city streets between Wilkesburg and Downtown. It has six stops and seven access ramps and is paralleled by the Conrail main line.



An articulated bus turns from Oliver Avenue to Grant Street.

ACCESS



Passengers board ACCESS paratransit van.

ACCESS is a door-to-door advance reservation service for elderly and handicapped persons. It was pioneered by PAT in 1979 and has served as a model for systems nationwide.

Service is provided through more than a dozen private carriers under contract to PAT. When the program started, about 700 rides were taken each month. Today, more than 100,000 rides are taken monthly on ACCESS.

ACCESS operators use sedans, vans and special mini-vans, many of which are equipped with wheelchair lifts or other special equipment. Riders are urged to call a day in advance for their shared-ride transportation.

The high-quality service provides transportation for many residents who might otherwise be stranded or have to rely on relatives or friends for their transportation needs.

The service is available at a 90 percent discount to all handicapped persons regardless of age and to senior citizens 65 years of age or older. Cost of the service is subsidized in part by the Pennsylvania State Lottery.

PATransit



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PATransit

VEHICLE GUIDE

PAT operates more than 800 vehicles daily carrying approximately 300,000 riders within a 750-square-mile area. To transport its passengers safely and efficiently, PAT uses a variety of equipment, including buses, streetcars, light rail vehicles, an incline and a commuter train.

INCLINES



A Mon Incline car begins its trip up Mount Washington.

Pittsburgh is one of the few remaining cities in the United States to have an inclined railway as part of its public transit system. In fact, two of these unique hill-climbing funiculars still serve area residents and tourists.

PAT owns and operates the Monongahela Incline, the nation's oldest and steepest operating incline. Built at a cost of \$50,000 in 1870, the incline underwent a \$3 million renovation in 1982-83. The work included replacement of many of the incline's mechanical and structural components. The stations on Grandview Avenue and Carson Street were also modified to accommodate handicapped persons. A priority of the rehabilitation work was to return the incline to as close to its original appearance as possible.

The track is 635 feet long and ascends at a grade of 35 degrees 35 minutes. The vertical rise is 367 feet. The cars carry up to 24 riders each at 6 mph and are connected to a large electric motor by two thick steel cables. More than 900,000 people ride the incline each year.

PAT also owns the Duquesne Heights Incline but leases it to the non-profit Society for the Preservation of the Duquesne Heights Incline. The inclines are located approximately one mile apart. PAT bus routes serve the upper and lower stations of both inclines.

LIGHT RAIL



Light rail vehicle arrives at Station Square.

An integral part of PAT's Light Rail Transit (LRT) system are 55 articulated light rail vehicles purchased to provide service on the 10.5 mile "T" line from South Hills Village to the Golden Triangle.

These vehicles are 84 feet long, weigh nearly 40 tons and can transport more than 200 persons, including 62 seated riders. Each car has two bodies connected by a hinge, allowing them to flex as they negotiate hills and curves. The cars, which can be coupled to form a multi-car train, were manufactured by the partnership of Siemens-Duewag and assembled at the Blaw-Knox Equipment plant in Allegheny County. The cars operate electrically, with an overhead wire supplying 650 volts of direct current. Track gauge (the distance between the rails) is 5 feet, 2 1/2 inches, six inches wider than that used by railroads.

The cars were operated extensively during the July 3-6, 1985 grand opening ceremonies for the Downtown subway when an estimated 250,000 rides were taken. The first car entered revenue service that November, approximately one year ahead of schedule. The double-ended cars are air conditioned and have a top speed of 50 mph. Three high-level doors are located on each side of the vehicle for use at stations. Additionally, each side has a street-level door for loading at conventional stops.

These cars will be used exclusively on the reconstructed line between Downtown and South Hills Village through Beechview, Dormont, Mt. Lebanon and Castle Shannon. They are wider

and heavier than conventional trolley cars and cannot be operated on that part of the system which has not been reconstructed. The 55 vehicles were purchased under a \$53 million contract.



Rehabilitated PCC trolley passes South Hills Junction.

PCC CARS

Passengers traveling via Allentown or on the Library and Drake routes via Overbrook are served by President's Conference Committee (PCC) cars, 45 of which are undergoing extensive rehabilitation. At one time 666 of these vehicles traveled Pittsburgh streets. But as trolley lines were converted to bus, many of these cars were sold for scrap. PAT retained the newest ones and is in the process of rehabilitating them to complement PAT's light rail fleet.

Under the rehabilitation program, virtually all mechanical, electrical and structural systems are replaced or renewed. Originally built in 1949 at a cost of \$28,000 each, these cars were among the last trolleys built by the St. Louis Car Company.

The PCC cars are 46 feet long and weigh 18 tons. Many of the cars in service today once operated on the interurban lines between Pittsburgh and Charleroi and Pittsburgh and Washington, Pa. In 1953, Pittsburgh Railways Company abandoned most of this trackage, terminating the lines at loops built at Library and Drake.

PAT operates over 22 miles of streetcar trackage.

COMMUTER RAIL

Since 1975, PAT has provided commuter rail service to the Monongahela Valley communities of Braddock, McKeesport, Port Vue, Liberty and Versailles under a purchase of service agreement with the Baltimore and Ohio Railroad.

Beginning in 1980, the PATrain underwent a series of changes to improve the service, including construction of the McKeesport Transportation Center, a major transfer point for bus and train commuters. Park-and-ride lots were built at Versailles (150 cars), Port Vue/Liberty (300 cars) and Braddock (50 cars) and rehabilitated equipment was purchased to replace older self-propelled cars that were unreliable and costly to operate.

Today the PATrain uses two 1,750 horsepower locomotives (built in the early 1950s for the Santa Fe Railroad) and 10 coaches (built in the 1940s for the Baltimore and Ohio and Chesapeake and Ohio railroads). Seven of the coaches seat 102 passengers and three seat 66 passengers, as well as house a generator that supplies electricity for heating, air conditioning and lighting. One end of this type of coach includes an engineer's cab, enabling the train's operation from either end.

Although service over the 18.2-mile line is limited to weekdays, the train is an integral part of PAT's schedule and fare system.

The train is operated by employees of the Chessie System.



PATrain departs the McKeesport Transportation Center.